

Addendum for Tankships and Barges 5,000 GT or More without Double Hulls

This checklist should be used to verify compliance with 33 CFR 157 subpart G on tankships and tank barges that are 5,000 GT or more and are not fitted with a double hull. Both foreign and U.S. flag vessels must comply with these requirements until they are no longer allowed to operate on U.S. waters due to the Oil Pollution Act of 1990. Separate lists are provided below for tankships and tank barges.

Tankships 5,000 GT or more that are not fitted with Double Hulls

I. Written Guidance:

A. Beginning **February 1, 1997:** Bridge Resource Management Policy and Procedures
(33 CFR 157.415; STCW, Section B)

____ Written company policy and procedure
to masters and officers that specifies:

- Number of qualified individuals on watch for effective performance of duties.
- Appropriate qualifications of watch members.
- Watch members fit for duty.
- Watch members not impaired by fatigue.
- Limitations in qualifications or fitness of individuals accounted for in decision-making.
- Clear and unambiguous assignment of duties and establishment that individual understands responsibilities.
- Clearly prioritized tasks and ability to alter tasks as necessary.
- Assignment and reassignment of watch members to most effective performance location.
- Conditions warranting task reassignment.
- Instruments/equipment necessary to effectively perform tasks, and actions to be taken if such instruments/equipment are not available or functioning properly.
- Examples of clear, immediate, reliable, and relevant communication.
- Actions to suppress, remove, and avoid nonessential activity on bridge.
- Collection, processing, & interpretation of all essential information made conveniently available to other watch members and the pilot.
- Need to ensure that nonessential materials are not placed on the bridge.
- Response to changes in circumstance.

____ Masters and officers are familiar
with this guidance.

- ◇ NOTE: The fact that some or all deck officers may have STCW endorsements for bridge resource management training does not prove compliance with the regulations. Section B is an optional part of the STCW Convention and therefore, will not be uniformly applied by all flag State administrations.

B. Beginning **February 1, 1997:** Vessel Specific Watch Policy and Procedures
(33 CFR 157.420; STCW, Section A-I/14, part 2)

____ Written company policy and procedures
to masters concerning new employees that:

- Describes the amount of time that is reasonable and appropriate for new crew to become acquainted with:

- Specific equipment they will be using.
-

(Written Guidance Continued): Vessel Specific Watch Policy and Procedures

- Vessel specific watchkeeping, safety, environmental protection, and emergency procedures and arrangements needed to perform their duties properly.
- Designation of crew member to be responsible for ensuring that each new employee has the opportunity to receive essential information in a language the individual understands.

◇ NOTE: Because compliance with this measure depends on company-generated guidance and not on an individual's certification, STCW endorsements or certificates do not satisfy the requirements of this section.

II. Navigation Information

A. Beginning **November 27, 1996**: Maneuvering and Vessel Status Information
(33 CFR 157.450; IMO Resolution A.601(15))

_____ Maneuvering information meets format requirements of IMO Resolution A.601(15) and is complete - including engine and squat characteristics.

_____ Pilot Card completed by master prior to port entry or getting underway and reviewed with pilot.

B. Beginning **November 27, 1996**: Minimum Under-Keel Clearance
(33 CFR 157.455)

===== Does the tankship have a double bottom over its entire cargo deck?
If YES - this section is *not applicable*
If NO, then the following must be done:

_____ Log entry by master prior to port entry or getting underway shows:

- The anticipated navigational draft;
- The controlling depth, including the facility or anchorage; and
- The anticipated under-keel clearance the master estimated for the transit.

_____ Master conferred with the pilot on the _____
local port conditions and anticipated under-keel clearance during transit.

****The vessel master must provide either:**

_____ A log entry showing the master contacted the tankship company to discuss under-keel clearance prior to entry or getting underway.

-OR-

_____ Company guidance to the master is on board and includes:
Guidance on what should be used to judge appropriate clearance for the port; i.e., a

*1 meter clearance is required for Port X, or a
clause requiring the master to use the
pilots recommended clearance & nothing less*

(Navigation Information Continued) Minimum Under-Keel Clearance

*Guidance on what action(s) the master should
take if the pilot provides information that
makes the under-keel clearance less than
what the company says it should be.*

**** The italicized portion of this guidance relates to 33 CFR 157.455, paragraphs (a)(5) and (a)(6). The effective date of this section has been delayed until further notice.**

C. Beginning **July 29, 1997**: Maneuvering Performance Capability
(33 CFR 157.445; IMO Resolution A.751(18))

Tankship owners or operators must prove maneuvering tests have been completed in accordance with IMO Resolution A.751(18), section 1.2, 2.3-2.4, 3-4.2, and 5. Test completion should be verified by one of the following:

- ____ For a foreign flag tankship --
 - a letter from the flag administration
 - OR-
 - from a classification society stating that the requirements have been met.
 - OR-
- ____ For a U.S. flag tankship -- test results from the vessel owner confirming the completion of the tests or a letter from a classification society.
- ____ Performance test results prominently displayed in the wheelhouse.
- ____ The Master discussed the results of the performance tests with the pilot prior to entering port or getting underway.

III. Hull and Equipment Surveys

A. Beginning **November 27, 1996**: Vital Systems Surveys (33 CFR 157.435)
Surveys of the following systems are conducted by qualified personnel and logged in the vessel's deck log or other onboard documentation.

- ____ Cargo Systems. Survey must include items such as the following and be done prior to cargo transfer operations:
 - All external doors, ports, and similar openings which lead directly from the tank deck to the accommodation and machinery spaces are closed.
 - Particular attention paid to setting of p/v valves and the venting system.
 - Pumproom strainer covers, inspection plates, & drain plugs are properly positioned and secure.
 - Flange connections have all bolts used and tightened with no improvised arrangements using 'G' clamps or similar devices.
 - Visual examination of all hoses before use.
 - Hoses are properly supported by bridles and saddles and protected from hot surfaces.
 - Weather conditions such as wind and electrical storms checked with terminal.

- Sea & overboard discharge valves securely closed
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(Hull and Equipment Surveys Continued)

Vital Systems Surveys

- Review of responsible vessel officers and senior terminal representatives on duty during transfer
- Coordination of communications between terminal and ship.
- All valves that are passing cargo are fully open.
- Emergency shut down plan is coordinated with shore facility.
- Plan to monitor void & ballast spaces verified.
- Plan for failure of IGS system reviewed, if fitted.

Mooring systems. Survey includes visual examination of emergency towline, anchor releasing mechanism, and mooring lines prior to entering port or place of destination, weather permitting, or prior to getting underway.

Surveys conducted by company management, designated individuals, or vessel officers knowledgeable about the equipment.

Individual conducting the surveys has the authority and capability to initiate corrective action.

B. Beginning **November 27, 1996:** Autopilot Alarm or Indicator
(33 CFR 157.440)

Helm fitted with alarm for the autopilot if the autopilot does not turn off **or** allow override control when the helm is manually moved more than 5 degrees.

Alarm is both visually and audibly distinct from other bridge alarms.

If the steering system is not equipped

with an autopilot override or an alarm, the vessel must have a letter allowing an OCMI-approved equivalent measure.

C. Beginning **at the vessel's next scheduled drydock examination** occurring on or after **November 27, 1997:** Enhanced Survey Requirements (33 CFR 157.430; IMO Resolution A.744.18)

Documentation of enhanced survey results available on board in accordance with Section 6, Annex B of the Resolution

- reports of structural surveys (annex 8)
- condition evaluation report (annex 9)
- thickness measurement reports (annex 10)
- survey planning document according to principles in annex 6, where provided

-OR-

Have an equivalency letter from G-MOC for an enhanced survey program with documentation similar to above.

-OR-

For tankships < 20,000 dwt carrying

crude oil, tankships < 30,000 dwt
carrying product, implement a program
that:

(Hull and Equipment Surveys Continued)

Enhanced Survey Requirements

- Includes oversight by the Coast Guard, the vessel's flag administration, an authorized classification society, or a licensed professional engineer.
- Has the frequency of survey which is no less than inspections required by 46 CFR subpart 31.10.
- Has survey scope and record-keeping requirements comparable to the IMO standards mentioned above. **AND**
- Includes keeping a copy of the most recent survey on board the vessel or, upon Coast Guard request, making the survey available for examination within 24 hours.

NOTE: Because many classification societies require enhanced surveys as a condition of class, these documents will not be issued by the vessel's classification society.

IV. Equipment Requirements

Emergency Lightering Requirements for Tank Vessels (33 CFR 157.410)

Section 157.410(c) is revised as follows:

____ Reducers, bolts, and gaskets must meet the requirements of 46 CFR subpart 56.25.
Cast iron and malleable iron must not be used

Tank Barges 5,000 GT or more carrying Oil

I. Written Guidance :

A. Beginning **February 1, 1997:** Bridge Resource Management Policy and Procedures
(33 CFR 157.415; STCW, Section B)

_____ Barge owner or operator has given written company policy and procedure to the towing vessel operator prior to taking the tow, specifying:

- Number of qualified individuals on watch for effective performance of duties.
- Appropriate qualifications of watch members.
- Watch members fit for duty.
- Watch members not impaired by fatigue.
- Limitations in qualifications or fitness of individuals accounted for in decision-making.
- Clear and unambiguous assignment of duties and establishment that individual understands responsibilities.
- Clearly prioritized tasks and ability to alter tasks as necessary.
- Assignment and reassignment of watch members to most effective performance location.
- Conditions warranting task reassignment.
- Instruments/equipment necessary to effectively perform tasks, and actions to be taken if such instruments/equipment are not available or functioning properly.
- Examples of clear, immediate, reliable, and relevant communication.
- Actions to suppress, remove, and avoid nonessential activity on bridge.
- Collection, processing, & interpretation of all essential information made conveniently available to other watch members and the pilot.
- Need to ensure that nonessential materials are not placed on the bridge.
- Response to changes in circumstance.

_____ Towing vessel operators are familiar with this guidance.

B. Beginning **February 1, 1997:** Vessel Specific Watch Policy and Procedures
(33 CFR 157.420; STCW, Section A-I/14, part 2)

_____ Barge owner or operator has given written company policy and procedures to the towing vessel operator and other operator concerning new employees that includes the following:

- Allocation of reasonable and appropriate time period to become acquainted with:
 - Specific equipment will be using.
 - Vessel specific watchkeeping, safety, environmental protection, and emergency procedures and arrangements needed to perform duties properly.
- Designation of crew member to be responsible for ensuring that each new employee has the opportunity to receive essential information in a language the individual understands.

(Written Guidance Continued): Vessel Specific Watch Policy and Procedures

- ◇ NOTE: Because compliance with this measure depends on company-generated guidance and not on an individual's certification, STCW endorsements or certificates do not satisfy the requirements of this section.

II. Navigation Information

Beginning **November 27, 1996:** Minimum under-keel clearance (33 CFR 157.455)

_____ Does the tank barge have a double
bottom over its entire cargo deck? _____
If YES - this section is *not applicable* _____
If NO, then the following must be done: _____

_____ Barge owner or operator must provide _____
the towing vessel operator company _____
guidance that includes: _____

- Guidance on what should be used to _____
judge appropriate clearance for the port, i.e., _____
a 1 meter clearance required for Port X, or a _____
clause that the operator should use the pilot's _____
recommended clearance & nothing less. _____
- Guidance on what action(s) the operator should _____
take if the port provides information that makes _____
the under-keel clearance less than what the _____
company says it should be. _____

III. Hull and Equipment Surveys

A. Beginning **November 27, 1996:** Vital Systems Surveys
(33 CFR 157.435)

Surveys of the following systems are conducted by qualified personnel and logged in the vessel's deck log or other onboard documentation.

_____ Cargo Systems. Survey must be conducted _____
prior to cargo transfer operations should _____
address items such as the following: _____

- All external doors, ports, and similar openings _____
which lead directly from the tank deck to the _____
accommodation and machinery spaces are closed. _____
- Particular attention paid to setting of p/v _____
valves and the venting system. _____
- Flange connections have all bolts used and _____
tightened with no improvised arrangements _____
using 'G' clamps or similar devices. _____
- Visual examination of all hoses before use. _____
- Hoses are properly supported by bridles and _____
saddles and protected from hot surfaces. _____
- Weather conditions such as wind and electrical _____
storms checked with terminal. _____
- Review of responsible vessel officers and senior _____
terminal representatives on duty during transfer. _____
- Coordination of communications between terminal _____
& barge. _____
- All valves that are passing cargo are fully open _____

(Hull and Equipment Surveys Continued) Vital Systems Surveys

- Emergency shut down plan is coordinated with shore facility.
- Plan to monitor void spaces is verified.

____ Mooring systems. Survey includes visual examination of emergency towline, anchor releasing mechanism, and mooring lines prior to entering port or place of destination, weather permitting, or prior to getting underway.

____ Surveys conducted by company management, or designated individuals, knowledgeable about the equipment & with the authority/capability to initiate corrective action.

B. Beginning **at the vessel's next scheduled drydock examination** occurring on or after **November 27, 1997:** Enhanced Survey Requirements (33 CFR 157.430; IMO Resolution A.744.18)

____ Tank barge owners and operators must implement a program that starts at the barge's next regularly scheduled drydock and:

- Includes oversight by the Coast Guard, the vessel's flag administration, an authorized classification society, or a licensed professional engineer.
- Has the frequency of survey which is no less than inspections required by 46 CFR subpart 31.10.
- Has survey scope and recordkeeping requirements comparable to the IMO standards mentioned above. **AND**
- Includes keeping a copy of the most recent survey on board the vessel or, upon Coast Guard request, making the survey available for examination within 24 hours.

IV. Equipment Requirements

A. Beginning **November 27, 1996:** Autopilot Indicator
(33 CFR 157.440)

____ Helm fit with indicator for the autopilot if the autopilot does not turn off **or** allow rudder control when the helm is manually moved more than 5 degrees.

____ The indicator should be clear and the operator must be familiar with it.

B. Beginning **November 27, 1996:** Fendering System
(33 CFR 157.460(b))

____ All towing vessels hired to tow or maneuver barge have sufficient fendering systems so that metal to metal contact is prevented.

(Equipment Requirements Continued)

C. Beginning **November 27, 1997:** Emergency Steering Capability
(33 CFR 157.460(a))

_____ Towing vessel hired to tow barge has _____
two steering gear power sources and _____
separate steering controls. There must _____
also be a means to switch between the _____
steering gear systems from the bridge _____

-OR-

_____ Towing vessel hired to tow barge _____
has twin screw propulsion with _____
separate control systems for each _____
propeller. _____

D. Emergency Lightering Requirements for Tank Vessels (33 CFR 157.410)

Section 157.410(c) is revised as follows:

_____ Reducers, bolts, and gaskets must meet the requirements of 46 CFR subpart 56.25.
Cast iron and malleable iron must not be used